

**Minutes of the Meeting  
June 4, 1998**

Projects Reviewed

Harbor House Street Use Permit  
SR 519  
Broad Street Overpass  
Allied Arts  
Intracorp First & Broad Development  
Fourth and Madison Tower

Convened: 8:30 am

Adjourned: 4:00pm

Commissioners Present

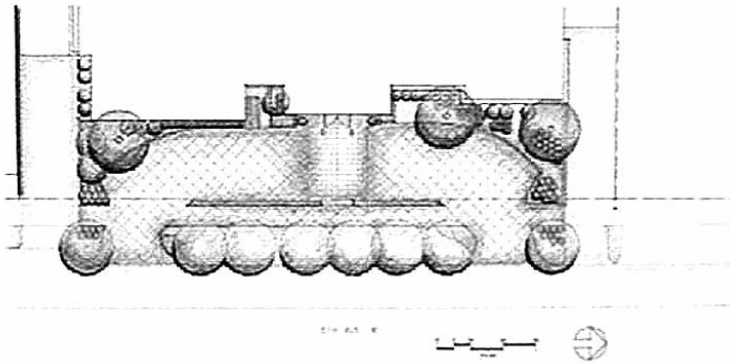
Barbara Swift, Chair  
Moe Batra  
Carolyn Darwish  
Gail Dubrow  
Bob Foley  
Gerald Hansmire  
Rick Sundberg

Staff Present

Michael Read  
Peter Aylsworth  
Rebecca Walls

060498.1      Project: **Harbor House**  
                  Phase: Street Use Permit  
          Presenters: Ray Barnes, Seattle Transportation  
                          Bruce Johnson, WJA Architects and Engineers  
                          Elliott Severson, Alper Northwest  
                  Time: .75 hr. (hourly)

Harbor House is located northwest of the Seattle Center, one block west of Mercer Street, on a dead-end section of Fifth Avenue West. Harbor House is an eleven story apartment building being converted into condominiums. The sidewalk and apron improvements are proposed to be charcoal colored concrete, with a three-by-three diagonal grid scoring pattern, extended out to the street edge. The associated landscaping improvements and paving materials and patterns on the sidewalk are intended to welcome the public into the building.



Site Conceptual Plan



Special paving material



Existing conditions

### **Discussion:**

- Barnes:** The normal procedure would be to add one half of a pound of lamp black to the concrete mix. It is darker than the standard gray, but fades over time and exposure to the elements.
- Johnson:** The proposed color would be more comparable to adding two pounds of lamp black to the concrete mix. The material we are using is supposed to be better than the lamp black.
- Barnes:** I have seen many sidewalks with more lamp black mixed into the concrete and they have a nice appearance. How close is the material to lamp black?
- Johnson:** It is very similar. It has more of a stone-like texture with a glazed appearance that resembles stone more than lamp black concrete.
- Barnes:** The City's main concern regarding an applied glaze is that it can create a slippery surface. For that reason, I suggest using a sealer rather than a glaze.
- Swift:** The Commission has taken a real interest in public Right of Way (ROW) improvements and has discussed the topic at length regarding other projects. Our main objective is to insure that public ROW's remain clearly public spaces in appearance and character.

- Batra:** I like the design, but want the public to know that the sidewalk is still public property. I would like to see more visual separation between the sidewalk and the property.
- Swift:** From the owner's standpoint, extending the private paving treatments into the ROW is a way of inviting the public in. However, from the public standpoint it can appear and feel like a privatized space. The type of paving proposed is not too distinctive from standard sidewalks.
- Dubrow:** Have you contacted any neighbors about the improvements?
- Severson:** There is a parking lot adjacent to the property and a single house is the only other building on our side of the street. We have not contacted them, because the project didn't seem to effect their property. In recent years, original planting strips along the street have been paved over. It has become a sea of asphalt. We want to revive the existing landscaping, with additional plantings, by reducing the driveways to 24 feet wide. We are trying to use quality materials to make a nice presence on the block.
- Swift:** Your impulse to frame the driveway is admirable and the additional landscaping is great. My only concern lies in the color and glazing of the sidewalk. Perhaps the sidewalk could have the same color and texture as the driveway, but without the glazing. This might help differentiate between public and private property.
- Dubrow:** The landscaping is an amenity and framing the sidewalk will create a pleasant public space. I am not concerned about the level of private development extending into the public ROW, given that it is on a dead end street and is a visual improvement. However, the sidewalk should have a stronger visual link, so that it's clearly a public walk being crossed by driveways to the private property. Keeping the sidewalk a standard paving pattern, except where the driveway crosses it, would help maintain the visual continuity of the sidewalk.
- Severson:** I like the idea of banding a standard paving sidewalk with special pattern and letting the special patterned driveway extend out to the street.
- Foley:** I think that a nice compromise in terms of safety issues is to allow the custom driveway to cross the standard city sidewalk. A strong delineation between sidewalk and driveway will heighten pedestrian awareness of vehicular crossing.
- Hansmire:** I also like the compromise.
- Foley:** Are you replacing the trees along the sidewalk?
- Johnson:** We plan to retain the existing Accolade Cherry trees, with the addition of a couple of new trees adjacent to the driveway.
- Severson:** We are also removing the juniper bushes and installing grass.
- Swift:** As the cherry trees mature, they will create a great canopy over the sidewalk.
- Batra:** How wide is the green strip between the plaza and the sidewalk?
- Johnson:** It is an existing narrow strip with a small hedge.
- Action:** **The Commission greatly appreciates the efforts to improve the streetscape in front of the property while clearly defining the pedestrian and vehicular zones. The Commission supports the introduction of a unique paving pattern in the driveways but feels strongly that the sidewalk should have the standard paving pattern, without edge bands, in order to maintain a sense of the public realm through the project.**

---

060498.2    Project: **Proposal for Mayor Schell**  
                  Phase: Commission Discussion  
                  Time: .75 hr. (N/C)

The Commission discussed a proposal for Mayor Schell regarding the Commission's role in DCLU and in regards to the Mayor and City Council.

---

060498.3      Project: **SR 519**  
                  Phase: Schematics  
          Presenters: Jerry Arbes, Seattle Pedestrian Advisory Board  
                          Mark Clemmens, Seattle Transportation  
                          Shane Dewald, Seattle Transportation  
                          Tom Fawthrop, Seattle Public Utilities  
                  Time: .75 hr. (0.3%)

The SR 519 project is a transportation project that will improve truck access and vehicular connections between the I-90 and I-5 freeways and Alaskan Way via Atlantic Street and Royal Brougham. The portion of the project presented focused on the section of Alaskan Way to be improved between Royal Brougham and the ferry terminal. The goals of the project include pedestrian, bicycle, and landscape improvements as well as more efficient freight mobility.

The existing railroad track will be realigned with two lanes of southbound traffic and a new street will be added under the viaduct between Atlantic Street and Royal Brougham. The pedestrian and bicycle trail will also be realigned along the west side of the viaduct. Atlantic Street will become east bound traffic and Royal Brougham will become west bound traffic.

The Pedestrian Advisory Board has voiced concerns about the north and south connections of the pedestrian and bicycle trail. Some of the Board's earlier comments and concerns have been integrated into the plan.

#### **Discussion:**

- Foley:** Will the west side of Alaskan Way have underground power lines?  
**Dewald:** No.  
**Dubrow:** I didn't think that the state would pay for undergrounding power lines?  
**Dewald:** I think it has to do with why the power lines need to be buried.  
**Clemmens:** The power lines being buried on the east side are only supplying the street lights along the viaduct. With underground power to the street lights there is an opportunity to use larger street trees on the east side that is not possible on the west side.  
**Foley:** Would the buried lines on the east side be in the ROW?  
**Dewald:** They would be on the east side of the existing Alaskan Way roadway.  
**Foley:** Is there an opportunity to accommodate the electrical service on the west side instead?  
**Dewald:** The west side of Alaskan Way won't be significantly altered. We are trying to maximize opportunities at the north end.  
**Dubrow:** Are there any unresolved issues that you see still in the plan?  
**Clemmens:** We have discussed having the tracks end further south. We are shifting the switch points further south and the railroad may not need to use the whole track as it is. We have yet to work it all out. We have approval from BNSF to do the project, but they have not yet completed the track design.  
**Dubrow:** Are there any Pedestrian Advisory Board issues left unresolved?  
**Fawthrop:** The Board had some issues. We have added crosswalks and signalization to address their concerns.  
**Batra:** What is the track specifically used for?

- Clemmens:** It is only a switching track used in connecting and separating trains. It does not serve the adjacent properties.
- Swift:** Seattle is a growing city with increasing demands on freight mobility. This project could greatly effect the viability of the Port. Coupled with the increase in freight traffic is an increase in pedestrian traffic along the south end of the waterfront at any time of the day. The corridor is also a major point of entry into the city. I urge you to create as strong a pedestrian environment as possible within the industrial scale of the area. This shouldn't be a beautification effort, but a play on the interesting juxtaposition of pedestrian activity and Port activity.
- Arbes:** I agree with Barb's comments. I have some concerns about the viability of landscaping under the viaduct and wonder if it could be moved out to the pedestrian and bicycle trail. This may allow for a reduction of the sidewalk and parking area under the viaduct while widening the trail along the west side of the viaduct.
- Clemmens:** We are walking a tight rope between parking requirements and landscaping. We presented this layout to the project's Technical Steering Committee and were told to maintain the current amount of parking spaces.
- Dewald:** If the landscaping is eliminated under the viaduct and the east sidewalk is reduced, there may be room to add landscaping along a wider trail without reducing parking.
- Hansmire:** Any improvements made to the viaduct, such as lighting or signage, should be done in a manner consistent with the industrial character of the area.
- Action:** **The Commission appreciates the complexity of the project and makes the following comments and recommendations.**
- **the landscape buffer on the west side of the viaduct should be developed appropriately as the only real urban mitigation to the public and a real benefit to pedestrians and bicyclists using the trail.**
  - **lighting under the viaduct should be consistent with the industrial character of the surrounding environment**
  - **the Commission encourages a continued dialog between the City and the Port regarding the Alaskan Way Tree project.**
  - **the Commission amends this action to strongly recommend the inclusion of an urban design consultant on the design team with a modified scope of work and budget commensurate to the importance of this site as an entry to the downtown area.**

---

060498.4    Project: **Broad Street Overpass**  
                  Phase: Conceptual Study Briefing  
          Presenters: Mark Clemmens, Seattle Transportation  
                          Ed Switaj, Seattle Transportation  
          Attendees: Jerry Arbes, Seattle Pedestrian Advisory Board  
                          Denna Cline, Office of the Mayor  
                          Nancy Ousley, Strategic Planning Office  
                  Time: 1 hr. (0.3%)

Broad Street provides the major east/west connection between Seattle's North waterfront and Interstate 5. Access to and from the north waterfront is frequently restricted by train crossings on the Burlington Northern Santa Fe mainline tracks at the intersection of Broad Street and Alaskan Way. The waterfront streetcar trolley also crosses the intersection at this location. There are now approximately 119 train and streetcar closures per day resulting in 6.2 hours of closure at the Broad Street crossing.

Increased development at the north end of the waterfront will only add to the congestion and traffic volumes. Closure time is projected to reach 9 hours per day by the year 2010 without the development of a grade separation crossing.

A grade separation at Broad Street and Alaskan Way is identified in the Freight Action Strategy for the Seattle Tacoma (FAST) Corridor as a Phase II project for implementation beyond the year 2003. The total cost for completing the design and construction phases is estimated at \$22 million, including the cost of one pedestrian overpass. This project is still in a conceptual phase and has not yet been designed or funded.

#### **Discussion:**

- Ousley:** What about pedestrian access to the waterfront?
- Clemmens:** There is really no project at this point. We only have one concept and a cost estimate that could include a separate pedestrian overpass. Nothing has been decided or designed. Broad Street is only one of four streets that cross the railroad tracks to the north end of the waterfront that will have to be accommodated. The pedestrian crossing at Bell Street has reduced the demand on vehicular access to the waterfront because people park east of the tracks and walk. The Port is building a new parking garage at Wall Street. The community needs to develop a neighborhood plan that recognizes their needs for waterfront connections. There may also be an opportunity to piggy-back pedestrian crossings with a new RTA Commuter Rail Station. We may end up with one vehicular overpass and multiple pedestrian overpasses. Once the project has funding to begin the design process, we will start a community outreach process via neighborhood groups to develop a scope for the project and to explore alternatives.
- Swift:** What are the next steps?
- Cline:** We need to make sure that the neighborhood planning groups know about this potential project.
- Clemmens:** We have notified them of this project. We are also proposing a workshop with transportation planning subgroups to inform everyone involved.
- Hansmire:** I have been hearing reports about this project. It has been described as a transportation project, rather than an urban design project, so that people automatically associate it with a freeway.
- Switaj:** The premature reports really caused a lot of unnecessary concern.
- Clemmens:** It was just one designer's idea of what the project could be.

- Hansmire:** The cost estimate, based on transportation issues, will probably double as an urban design project. The major developments in Belltown need to have a strong tie to the waterfront.
- Dubrow:** I agree with the comments regarding the urban design importance of this project. You are making the right move to conceptually weave it into the neighborhood planning efforts. Another step would be to develop a set of urban design principles and guidelines that guide how it fits into the neighborhood. This is not a visual exercise and would require urban design expertise. I recommend that you get someone with that area of expertise on board.
- Darwish:** I encourage you to look at traffic light timing that would alleviate vehicles piling up on the hills.
- Clemmens:** Trains will be the biggest cause of traffic problems.
- Batra:** Is there an opportunity for this project to secure funding from the private sector, similar to the West Galer Street flyover project, that would accelerate development of the project?
- Switaj:** We could piece together partnerships, but would need a major contributor to get the project underway. If everything fell into place the project still wouldn't happen for five or six years. The West Galer Street flyover had a major new development contributing as well as high train and vehicle accident rates.
- Arbes:** I agree with the urban design approach. Vancouver B.C. has a good example of a vehicle and pedestrian overpass with landscaping and art along its entire length. There are ways of making it a real public amenity.
- Foley:** Given the increase in development downtown there is a projected increase in vehicular traffic. I wonder how the north end of the waterfront will accommodate the increase in vehicles. Have you considered reducing vehicular use in favor of pedestrian access?
- Clemmens:** One way would be to restrict parking along the waterfront, sharing parking structures east of the tracks and connecting them to the waterfront with pedestrian bridges.
- Hansmire:** That is why it's an urban design project, not a transportation project. The increased amount of housing also requires more unique and specific pedestrian crossings.
- Dubrow:** Beyond the urban design aspects of the project is the decision about what form the waterfront should take and who it should serve. We need to look at what kind of activities we want to foster along the waterfront in the future.
- Swift:** One mechanism for dealing with those issues is neighborhood planning.
- Hansmire:** Neighborhood planning groups need to be encouraged to look at the big picture.
- Swift:** I think that the minutes of this meeting need to go to the appropriate people in and out of the city government. We should also assure the neighborhood groups that the City is thinking about this issue.
- Action:** **The Commission appreciates the conceptual study briefing and perceives this project as an urban design project rather than a transportation project. The Commission supports the notion of a comprehensive and urban design based look at the area in terms of pedestrian and vehicular movement that is supportive of long range goals within the community. The Commission makes the following comments and recommendations;**
- **encourage neighborhood planning groups to develop a Master Plan that takes a broader look at the area.**
  - **approach the project as a bridge to the waterfront rather than a vehicular**

- overpass;
- encourage the City to actively seek funding that will accelerate the project;
- develop an inventory of good examples of public bridges to use in public meetings.

---

060498.5      Project: **Commission Business**

**Action Items:**

- A. MINUTES OF MAY 21 MEETING: Approved as amended.

**Announcements:**

- B. MEADOWBROOK POND RIBBON CUTTING CELEBRATION: June 11<sup>th</sup> at 1:00 PM.

**C. Discussion Items:**

- D. CITY COUNCIL BROWN BAG: Discussed possible dates and times
- E. MUNICIPAL CENTER UPDATE: Swift reported
- F. COMMUNICATION BETWEEN SDC AND STAFF: discussion.
- G. RTA FIELD TRIP TO PORTLAND: June 30<sup>th</sup> Commissioners Batra and Layzer will attend.
- H. LETTER TO SDC: regarding colored concrete patches.
- I. DOPAR IN-HOUSE WORKLOAD: Swift reported.
- J. SAND POINT REVIEW BOARD: Walls reported.
- K. SOUND TRANSIT URBAN DESIGN REVIEW: Read reported
- L. ALASKAN WAY TREES POS LETTER: Walls reported.
- M. DCLU TRANSITION MANAGEMENT CONSULTANT SELECTION: Walls reported.
- N. PLANNING COMMISSION LETTER: Walls reported on information received from the Planning Commission regarding the Transportation Strategic Plan.
- O. TRANSITION KEY POINTS & GOALS: Swift reported.
- P. CENTER FOR DESIGN EXCELLENCE EXHIBIT: Swift reported.
- Q. GROWING VINE STREET: Walls reported on the status of the project and the City's involvement.
- R. NORDSTROM BUILDING: Walls reported. A presentation is scheduled for June 18.
- S. EXECUTIVE DIRECTOR SEARCH: Read reported. The add has not yet been placed in newspapers as requested by the Mayor.

---

060498.6      Project: **Allied Arts**  
                     Phase: Briefing  
                     Presenters: Clint Pehrson, former President of Allied Arts  
    Beverly Barnett, Seattle Transportation  
                     Time: 1 hr. (0.3%)

The Commission was given a briefing on the operations of Allied Arts by former president Clint Pehrson. The Commission also discussed Mayor Schell's request for proposals regarding the Commission's role in City government.



---

060498.7    Project: **Intracorp First & Broad Development**  
                  Phase: Alley Vacation  
          Presenters: Karen Anderson-Bittenbender, Intracorp Real Estate  
                          Beverly Barnett, Seattle Transportation  
                          Chris Libby, GGLO Architects  
                          Marilyn Senour, Seattle Transportation  
          Attendees: Rachel Ben-Shmuel, Ben-Shmuel & Associates  
                          Moira Gray, Seattle Transportation  
                          Tom Slade, Construction and Land Use  
                  Time: 1 hr. (hourly)

Intracorp plans to develop the block between First and Western Avenues, Broad and Clay Streets. The project is in the schematic design phase with two alternative plans being developed.

200 residential units are proposed in two 12 story towers on the east half of the block along First Avenue. There will be 6,000 square feet of retail on First Avenue, a courtyard, and main building entrances. Parking would be built below grade with entry off of Clay Street.

On the Western Avenue side of the block would be 110 residential units in a five story building. The Western Avenue street front would have building entrances, services, and about 4,000 square feet of retail. Parking would be below grade with an entry off of Clay Street.

The feasibility of including a grocery store in the project is being explored. A 25,000 square foot grocery store would open onto one side of the alley with parking available directly across the alley. Thus, the entrance to the store, either by pedestrian or by vehicle, would be from the alley. There would also be an elevator for a pedestrian entrance to the grocery store through the retail on the corner of First Avenue and Broad Street. If a grocery store, or other retail tenant, proves unfeasible, the space would be used for parking.

Intracorp is seeking an alley vacation to develop the project with or without the grocery store. Re-opening the alley, not currently functioning, will re-establish the original street grid and it would be open and functional 24 hours a day. The alley vacation would allow the developer to build parking beneath the alley as well as a pedestrian bridge over the alley.

#### **Discussion:**

**Batra:** If they are two separate housing complexes, why do you want to bridge over to First Avenue?

**Bittenbender:** The site is on a steep hill and we want to give the west side residents access to First Avenue without an uphill climb.

**Dubrow:** Will the west side complex have a First Avenue address for increased market value?

**Bittenbender:** No, it will have a Western Avenue address. The buildings will also have very different appearances.

**Darwish:** I am concerned with the decreasing number of functional alleys in that area.

**Libby:** We intend to keep the alley open and functional, but with parking below it and a bridge over it.

**Darwish:** Will the grocery store be open 24 hours a day?

**Bittenbender:** Yes.

**Darwish:** Is the store considered a public benefit as mitigation for the alley ROW?

**Bittenbender:** The public benefit is the functioning alley, that doesn't physically exist now, a better parking structure, as well as a 24 hour grocery store.

**Ben-Shmuel:** The alley vacation would also improve the circulation pattern and allow the development to be divided into two segments rather than a single block.

- Dubrow:** By reconnecting the alley, the improved circulation is a private benefit, increased parking in the ROW is a housing benefit, what is the public benefit?
- Barnett:** The Street Vacation Policy is not specific. We would probably look at the Comprehensive Plan or a Neighborhood Plan.
- Dubrow:** Splitting the towers may be a public benefit, the through alley may also be a benefit, but I am looking for another level of public benefits. These could include an increase in the amount of affordable housing, street facades, public amenities, etc.
- Hansmire:** I like the idea of a supermarket facing the alley. It gives variety and could be a strong benefit, if it happens.
- Bittenbender:** We have had calls about other uses such as drug stores, bank branches, but we are trying to attract a supermarket. We will have parking for the store at alley level.
- Dubrow:** I recognize that a supermarket is an amenity to the area given the increase in housing, but if the market doesn't happen, what other public benefit options are there?
- Swift:** I initially had concerns about the alley being realigned, but the plan seems reasonable. There appears to be an eight foot wide view corridor and the tower aligns with the old alley. I still need to see how the alley will be developed so that it reads as a public space. Post Alley is a great example of an alley that reads as a public space even with private development spilling into it.
- Foley:** I wonder if there is a way to allow for the parking to be constructed under the alley without a transfer of property.
- Bittenbender:** If there was no store we could do an underground vacation with an aerial vacation for the bridge. We do have to pay to build out the alley and are also adding four feet in width. We also have view corridor setbacks on the north and south sides.
- Read:** The setbacks are required independent of an alley vacation and don't constitute mitigation.
- Bittenbender:** There is an overall benefit to the City with this development. There is also a courtyard off of First Avenue with shops, tables, and open space.
- Swift:** The Commission has been actively involved in the WSCTC discussion and has a good understanding of vacation issues. We need to look at the street vacation separately from other zoning related issues. I am supportive of your objectives to create pedestrian pockets within the building layout, but question whether those are sufficient public benefit to offset the alley vacation.
- Dubrow:** I appreciate the generous gestures to make a pedestrian friendly street, but the alley vacation is a separate issue that requires public benefits separate from the development.
- Libby:** Are you looking for trade-offs, or specific benefits within the 20 foot alley zone?
- Dubrow:** I am talking about the whole the project, wondering if there are additional public benefits that could satisfy your interests as well as mitigate the alley vacation.
- Barnett:** There are precedents for off-site mitigation, but we prefer on-site benefits.
- Swift:** Buster Simpson was involved on an arts project for First Avenue in the 1970's. It would be unfortunate to lose the idiosyncratic nature of the streetscape as well as part of the City's arts collection. You may consider hiring an artist like Buster or Jack Mackie rather than an urban designer.
- Foley:** The involvement of Buster or Jack may be beneficial in considering the alley itself.

**Swift:** I sense that the Commission needs to see drawings of the alley showing the character and the level of treatment. We are asking for a higher level of public benefit.

**Libby:** Do the comments apply to both scheme A and B?

**Swift:** Both, at this level I can't see a significant difference in the two. I would probably want to move the bridge toward the center of the block to lessen its visual impact along the street facades.

**Action:** **The Commission appreciates the briefing but withholds final action pending a presentation of the character, treatment, and public amenities of the alley. The Commission also recommends further development of a public benefits plan for the whole site that indicates possible exchanges for the alley ROW.**

---

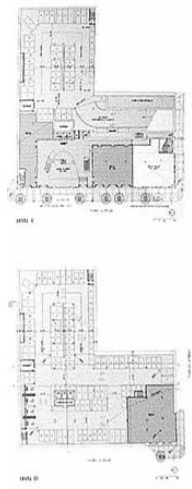
060498.8      Project: **Fourth and Madison Tower**  
                  Phase: Partial Alley Vacation (Schematic)  
          Presenters: Evett Ruffcorn, ZGF Partnership  
                          Beverly Barnett, Seattle Transportation  
                          Drew Gangnes, Skilling Ward Magnusson Barkshire Inc.  
                          Don Surina, Hoffman Construction Co.  
                          Roger Sawicki, Martin Smith  
                          Marilyn Senour, Seattle Transportation  
                          Todd Stine, ZGF Partnership  
                          Courtney Kaylor, Phillips McCullough Wilson Hill & Fikso  
                          Vince Lyons, Construction and Land Use  
                  Time: 1 hr. (hourly)

The proposed development would occupy approximately three quarters of the block between Third and Fourth Avenues, Marion and Madison Streets. It will be a mixed use building with office and commercial retail spaces. The project is early in the schematic design phase.

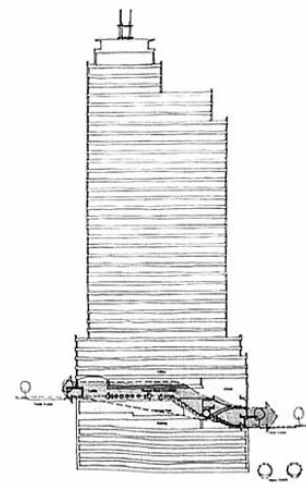
The primary massing of the building will be along Madison Street at the maximum height limit of 450 feet with a lower shoulder descending toward Marion Street. Reducing the mass along Marion Street allows the southern gable of the historic YMCA Building to be revealed.



Massing model



Floor plans



East/West Section

A public through-block hill-climb will connect Third and Fourth Avenues. This 60 foot high atrium space will also connect multi-level retail spaces.

The alley vacation is needed in order to have this through block connection, to allow the mass of the tower to be oriented to the north away from the YMCA Building, and to keep the Marion Street side of the building low. The alley will continue to be used by vehicles as they exit from the new garage at the north end. The historical part of the YMCA Building will be renovated and the existing addition will be replaced by the tower.



View east up Madison



View west down Madison

### **Discussion:**

**Dubrow:** Have you developed a set of urban design principles or guidelines?

**Ruffcorn:** We don't have a formal set of principles. In earlier designs, the shoulder of the building obscured the existing YMCA more than this design. We are trying to allow a partial view of the back end of the YMCA building. We have also added two to four feet of width to the alley after studying massing models next to the YMCA building. We have also incorporated horizontal datum lines from the existing YMCA building into the new building.

**Dubrow:** Will the in-fill addition to the YMCA compromise the character of the building or significantly alter functions?

**Ruffcorn:** I can't answer about the altered functions, but the character of the building will be retained. It will be a subtle addition with additional cleaning and repointing of the existing building. We have met with the Landmarks Board about it.

**Swift:** I am interested in seeing how you intend to treat the public through access in terms of public amenities. Conceptually, I think the design is on the right track.

**Dubrow:** How are you defining the public benefits with regards to the alley vacation?

**Ruffcorn:** At an urban design level, it is the through block access and hill-climb assist. Currently people use the back door to the YMCA building to get to the elevator.

**Hansmire:** Without the alley vacation, the building mass would have to be oriented east/west along Third Avenue. Part of the public benefit is in allowing the building to have a better orientation. It would be similar to the Exchange Building. I would personally like to bring back those opportunities for downtown developments.

**Barnett:** Given that the public space will probably serve as mitigation for the vacation, the level of treatment and the amount of public amenities and services will be important.

- Dubrow:** I could better evaluate the public benefit when I see more detailed drawings depicting the character of the spaces and the services provided.
- Lyons:** Do you have any view outlooks within the public spaces?
- Ruffcorn:** Yes, about mid-block on Madison there is a view outlook from the through access space. We want to develop that space as public access not as a lobby for tenants and guests.
- Darwish:** Will the building be closed at night?
- Ruffcorn:** We haven't gotten that far yet, but I doubt it will be open at night. It will probably be open during normal business hours.
- Foley:** The interior arcade space will be developed with retail shops, but how will the exterior building uses relate to the street?
- Ruffcorn:** We will have retail along Third Avenue and some up part of Madison and Marion Avenues primarily accessible from the street and the arcade. The Third Avenue side will have small street front modules.
- Swift:** This has been an extremely helpful briefing and I sense a positive stance by the Commission.
- Dubrow:** I can endorse the direction of the project, but can't evaluate public benefits until I see further development of the public spaces.
- Ruffcorn:** I assume that doing what is required by code is not enough to constitute mitigation for the vacation.
- Sundberg:** Public benefit would be something that enriches the public experience of the space. This could range from a public arts program, creative wayfinding, to restroom facilities and other public services. The deciding factor will be whether or not the public perceives the space as public or as a space for building tenants.
- Action:** **The Commission appreciates the briefing and supports the overall direction of the project. The Commission looks forward to seeing further development of the project in terms of the public spaces. The Commission defers final action on the alley vacation until more detailed information about these public spaces and their amenities are presented.**